



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: S03-II-F1  
May 15, 2003

**GENERAL LOCATION:** The area southwest of  
Arlington Boulevard (Rt. 50) and Williams Drive.

**SUPERVISOR DISTRICT:** Providence

**PLANNING AREA:** I

**SPECIAL AREA:** Merrifield Suburban Center

**PARCEL LOCATION:** 49-3 ((1)) 101A, 104B, 135;  
((9)) 1B, 2, 2A, 3, 4, 5, 6, 6A, 7A, 11A

**PLANNING COMMISSION PUBLIC HEARING:**  
Thursday, May 29, 2003 @ 8:15 P.M.

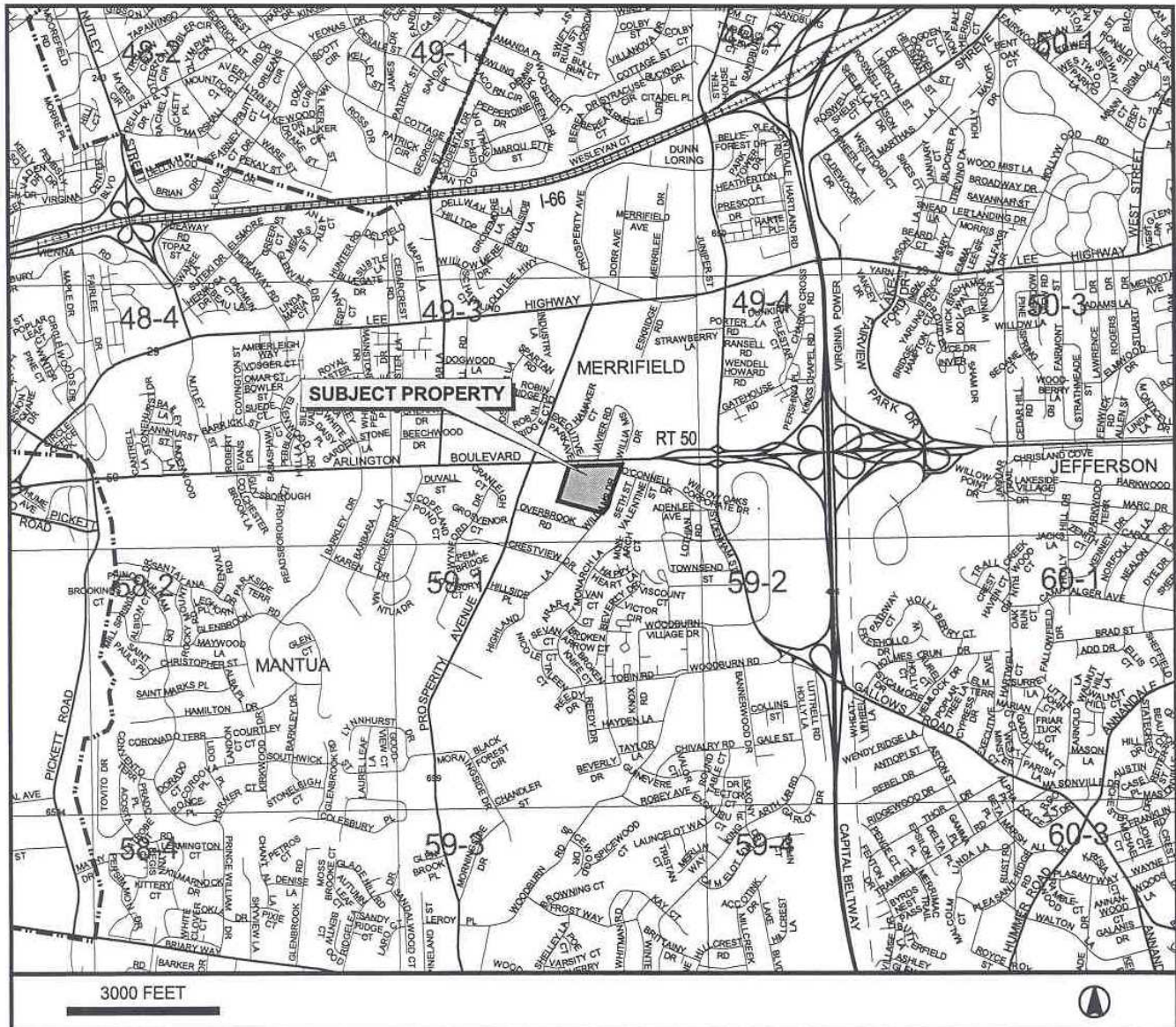
**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Monday, June 16, 2003 @ 3:30 P.M.

**PLANNING STAFF DOES RECOMMEND  
THIS ITEM FOR PLAN AMENDMENT**

For additional information about this amendment call (703) 324-1210.



Reasonable accommodation is available upon 7 days  
advance notice. For additional information about  
accommodation call (703) 324-1334.

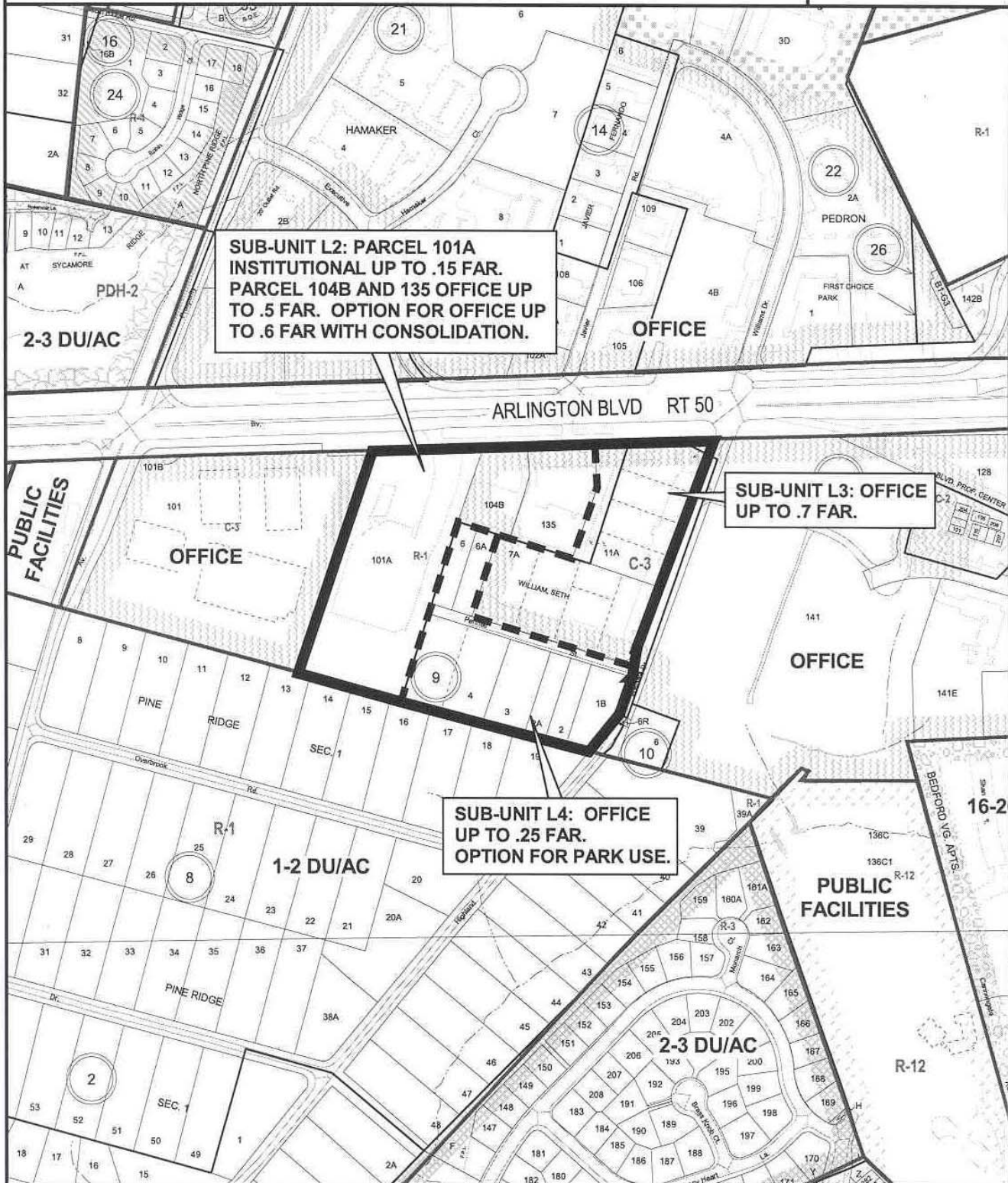




# CURRENT PLAN

DETAILED PARCEL LOCATION MAP FOR SUBJECT PROPERTIES AND  
ADOPTED PLAN MAP RECOMMENDATIONS FOR ADJACENT AREAS.

ITEM: S03-II-F1



PREPARED BY THE DEPARTMENT OF PLANNING & ZONING USING FAIRFAX COUNTY GIS  
PARCEL INFORMATION CURRENT TO JANUARY 2002, ZONING INFORMATION CURRENT TO JANUARY 2002



## **STAFF REPORT FOR OUT-OF-TURN PLAN AMENDMENT S03-II-F1**

### **BACKGROUND**

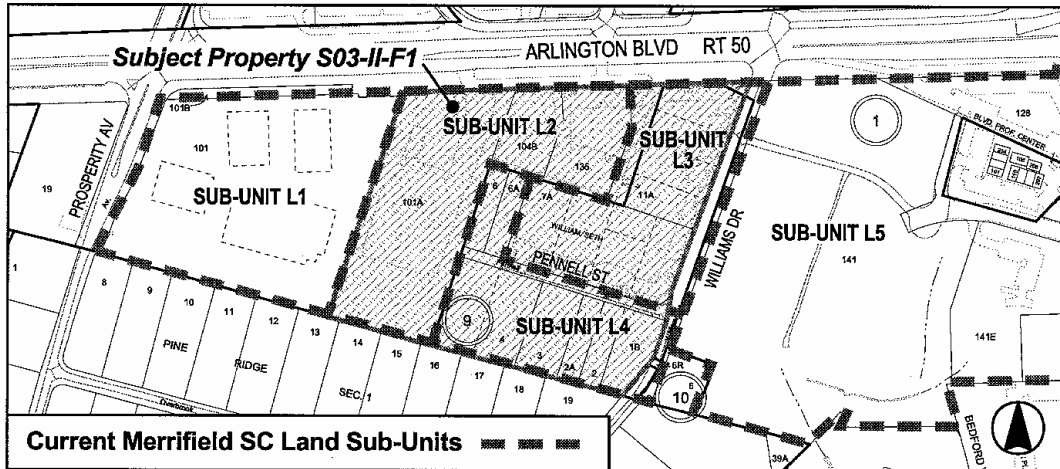
On February 24, 2003, the Board of Supervisors authorized Out-of-Turn Plan amendment S03-II-F1 for Sub-units L2, L3 and L4, of the Merrifield Suburban Center, which are located southwest of the Williams Drive and Arlington Boulevard (Route 50) intersection. The Board authorized staff to evaluate an amendment to the Plan which transfers planned intensity from the area south of Pennell Street to the area north of Pennell Street toward Route 50. The purpose of the proposed amendment is to encourage lower intensity next to the Pine Ridge residential neighborhood in order to improve the transition from this residential neighborhood to the south and the office uses north on Arlington Boulevard. Further, the Board requested that staff work with representatives from the neighboring community and applicants of a development proposal that would provide a site for the Life with Cancer Program. Life with Cancer is a program that provides counseling and other support services, free of charge, to people affected by cancer including patients, their family and caregivers.

The zoning application associated with this proposed Plan amendment was submitted on April 7, 2003. The application includes all of Subunit L3 (the Dewberry and Davis buildings), all of Sub-unit L4 south of Pennell Street (which excludes parcels 6 and 6A on the north side of Pennell Street), and parcel 135 (the Northern Virginia Association of Realtors building). The zoning application indicates that the two existing Dewberry and Davis buildings would remain unchanged. The application also shows the area south of Pennell Street reduced from the planned .25 FAR to approximately .15 FAR. Life with Cancer and another office building would be located south of Pennell Street and would total approximately 24,000 square feet. For parcel 135, the application includes a new office building with approximately 120,000 square feet. A conceptual plan of the proposal is included as Attachment I.

Using information submitted with the zoning application, this staff report evaluates compatibility and transition issues related to the neighboring Pine Ridge community, traffic and access issues related to the proposed increase in development abutting Route 50, as well as the effects of the proposal on unconsolidated property.

### **CHARACTER OF THE AREA**

The subject property consists of Sub-units L2, L3 and L4 of the Merrifield Suburban Center, as shown on the following figure.



Sub-unit L2 consists of three parcels. Parcel 101A is developed with the Elks Lodge and is planned for institutional use up to .15 FAR and is zoned R-1. The other two parcels, 104B and 135, are developed with the Nealon Building and the Northern Virginia Board of Realtors (NVAR) Building. These two parcels are planned for office use up to .5 FAR and are zoned C-3. As an option, this sub-unit is planned for office with retail and service uses up to .6 FAR with a minimum consolidation of two contiguous parcels.

Sub-Unit L3 is developed with the Dewberry and Davis buildings, is planned for office use up to .7 FAR and is zoned C-3.

Sub-Unit L4 is planned for office use up to .25 FAR, with an option for park use and is zoned R-1. This sub-unit is developed with two houses north of Pennell Street and is vacant south of Pennell Street.

The table below summarizes existing land uses, zoning and Comprehensive Plan recommendations for each parcel within the area being considered for a Plan amendment.

SUB-UNIT	PARCEL ID	CURRENT USE	ZONING	COMPREHENSIVE PLAN
<b>L2</b>	49-3 ((1))101A	Institutional (Elks Lodge)	R-1	Institutional up to .15 FAR; Option for office up to .6 FAR with consolidation.
	49-3 ((1)) 104B 49-3 ((1)) 135	Office (Nealon and NVAR Buildings)	C-3	Office up to .5 FAR; Option for office up to .6 FAR with consolidation.
<b>L3</b>	49-3 ((9)) 7A 49-3 ((9)) 11A	Office (Dewberry & Davis Buildings)	C3	Office up to .7 FAR
<b>L4</b>	49-3 ((9)) 1B, 2, 2A, 3, 4, 6, 6A	Residential and Vacant parcels	R-1	Office up to .25 FAR; Option for Park

The Comprehensive Plan map shows this area as planned for office use with the exception of parcel 49-3 ((1)) 101A which is planned for institutional use.

### **Adjacent Land Use:**

**North:** The area to the north, across Arlington Boulevard (Route 50) is Sub-Unit G4 of the Merrifield Suburban Center and is developed and planned for office use up to .7 FAR and is zoned C-3.

**South:** The area to the south is the Pine Ridge neighborhood which is developed and planned for residential use at 1-2 du/ac, and is zoned R-1.

**East:** The area to the east is Sub-unit L5 in the Merrifield Suburban Center. This area is planned for office use up to .7 FAR and is zoned C-3.

**West:** The area to the west is Sub-unit L1 in the Merrifield Suburban Center. This area is developed and planned for office use up to .62 FAR and is zoned C-3.

### **PLAN HISTORY**

Over the past 20 years, the property along Pennell Street has been the subject of several Plan Amendments which focused on creating an appropriate transition between the Merrifield Suburban Center's office development and the Pine Ridge neighborhood. These various Plan amendments established low intensity office as an appropriate use for the Pennell Street area if future development provides extensive buffering, an architectural design that has a residential character and building heights limited to 35 feet.

The most recent Plan guidance was established through a special study of the entire Merrifield Suburban Center (S98-CW-2CP). The study resulted in the Merrifield Suburban Center Plan which was adopted on June 11, 2001. The vision for the Merrifield Suburban Center includes the development of two core areas. One core area focuses development near the Dunn Loring-Merrifield Transit Station and the other core area, located north of Luther Jackson Intermediate School, is planned to evolve into a "town center". The two core areas and the area between each are envisioned to be more pedestrian-oriented and relatively urban in character. The Plan also includes the provision of transitional areas at the edges of the Suburban Center, such as in Sub-unit L4 (which is the Pennell Street area) to discourage encroachment upon adjacent residential neighborhoods.

### **ADOPTED COMPREHENSIVE PLAN TEXT**

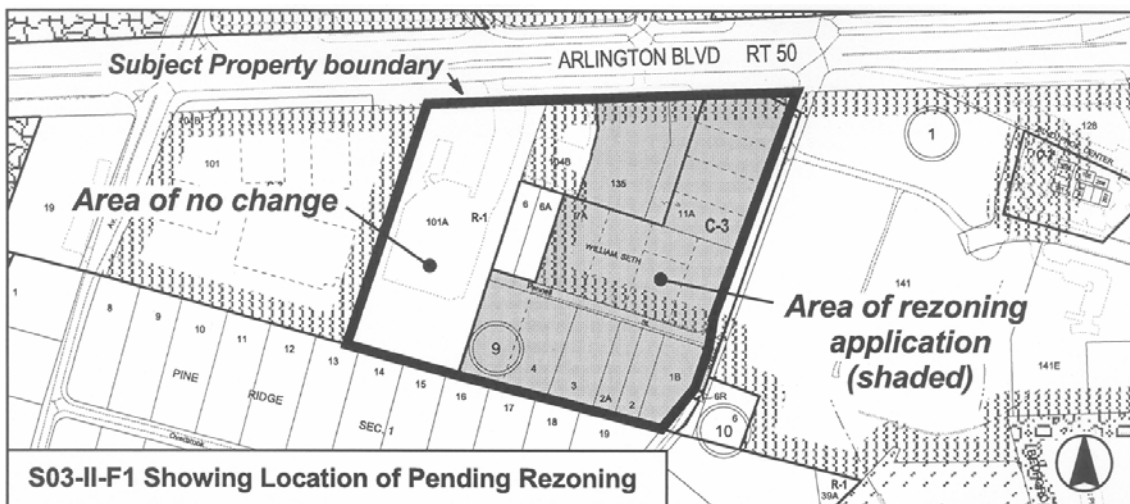
The Merrifield Suburban Center Plan includes area-wide guidance on Land Use, Urban Design, Transportation, Public Facilities and Infrastructure. There is further site specific guidance for Sub-Units L2, L3 and L4 which addresses land use, intensity and provision of a transitional area adjacent to the Pine Ridge neighborhood. The specific sub-unit Plan text is included as Attachment II.

A key aspect of the Plan is to improve Merrifield's image and establish a sense of place by the provision of extensive design guidance focused on creating more pedestrian oriented areas and improving pedestrian linkages between areas by improving the streetscape. The Plan established four streetscape treatments of which two apply to the subject property. The

Boulevard Streetscape is applicable to Arlington Boulevard; whereas the Cross Street Streetscape is applicable to Williams Drive and Pennell Street. These streetscape guidelines are included as Attachment III.

## ANALYSIS

This Plan amendment considers an option that allows an increase of building height and intensity on parcel 135 as an incentive to consolidate the area south of Pennell Street and develop this area abutting the Pine Ridge neighborhood at a lower intensity. Under this proposed option, intensity would be transferred from the area south of Pennell Street to property fronting on Arlington Boulevard. The purpose is to provide an improved transition to the adjacent residential area. The zoning application that was submitted proposes to implement the concept of improving the transition to the Pine Ridge neighborhood. The map below identifies the zoning application area.



The zoning application proposes two new buildings south of Pennell Street: the Life with Cancer facility and another small office building. The two buildings are proposed to have approximately 24,000 square feet or a .145 FAR, which is a reduction from the current Plan potential of .25 FAR. The unused development potential in the proposal is transferred north to parcel 135 (adjacent to Arlington Boulevard), which is shown to have a new office building with approximately 120,000 square feet and a height of 90 feet. The new building proposed on parcel 135 includes the parcel's current by-right intensity, proposed intensity transfers and an additional 23,000 square feet. This increase in development potential (above the current Plan) is viewed by the applicant as a necessary incentive to facilitate the consolidation of all property south of Pennell Street, which will result in an improved transition to the Pine Ridge neighborhood as well as provide a site for Life with Cancer. This incentive increases the intensity within the zoning application area from the current Plan potential of 274,247 square feet (about .6 FAR) to 297,142 square feet (just less than .65 FAR).

The issues associated with this Plan amendment are: will the transfer in intensity significantly improve land use compatibility, what are the traffic impacts of adding more intense development adjacent to Route 50 on parcel 135 and how will unconsolidated property be affected.

**Land Use Compatibility:** A fundamental aspect of the proposal is to improve compatibility with the neighboring Pine Ridge subdivision. The current Plan for Sub-Unit L4, which encompasses the parcels adjacent to Pine Ridge, indicates that this area is planned for office use up to .25 FAR. Further, the current Plan recommends a 75 foot buffer with fencing and screening. In this way, the Plan intends to ensure a compatible transition from the office uses on Arlington Boulevard and the single family detached residential neighborhood to the south. The proposal is to transfer some of the intensity from the property south of Pennell Street (Sub-Unit L4) and use it for a new office use on Arlington Boulevard on parcel 135. This would result in an intensity of .15 FAR adjacent to the Pine Ridge neighborhood instead of the current Plan's intensity of .25 FAR. The change in intensity will reduce the potential building mass south of Pennell Street by 40 percent. In addition, the proposal will implement all other current Plan provisions which include a 75 foot buffer, provision of a screening wall or fence and structures that have a residential character. The proposed transfer of intensity away from the neighborhood, which substantially reduces potential building mass, will improve the transition and compatibility with the residential neighborhood. However, when additional intensity is transferred to parcel 135, the planned building heights for this area may need to be increased from 75 feet to 90 feet as shown on the zoning application. This building height, which is consistent with the allowable height in the C-3 zoning district, will not have a notable visual impact on the nearby neighborhood since parcel 135 is five hundred and fifty feet away from the Pine Ridge subdivision and will not be inconsistent with the character of existing office development along Route 50. For example the existing Dewberry and Davis building on Route 50 is 83 feet in height.

**Transportation:** Since the zoning application area is where there is proposed change, the transportation analyses focuses on the zoning application area. The Fairfax County Department of Transportation (DOT) analyzed the trip generation of the proposal and compared it to the current Plan. It is estimated that the proposed development could have 200 more daily trips than the current Plan's maximum potential; the peak hour increases are approximately 30 more trips in the AM peak hours and 100 more trips in the PM peak hours. The actual traffic impact may be less since this analysis assumed an office use trip generation for the Life with Cancer building. In actuality, Life with Cancer, which has a staff of ten full time employees and two volunteers, will likely have fewer trips than assumed. Much of the Life with Cancer traffic will be from visitors coming to the facility for counseling and for classes which are primarily held in the evening.

To accommodate the additional traffic related to a more intense office use on parcel 135, transportation improvements may be necessary on this parcel adjacent to Arlington Boulevard. For instance, adding a second left turn lane on westbound Arlington Boulevard, at Javier Drive, will likely be needed to prevent vehicles waiting to make a left turn from blocking one of the through westbound lanes on Arlington Boulevard.



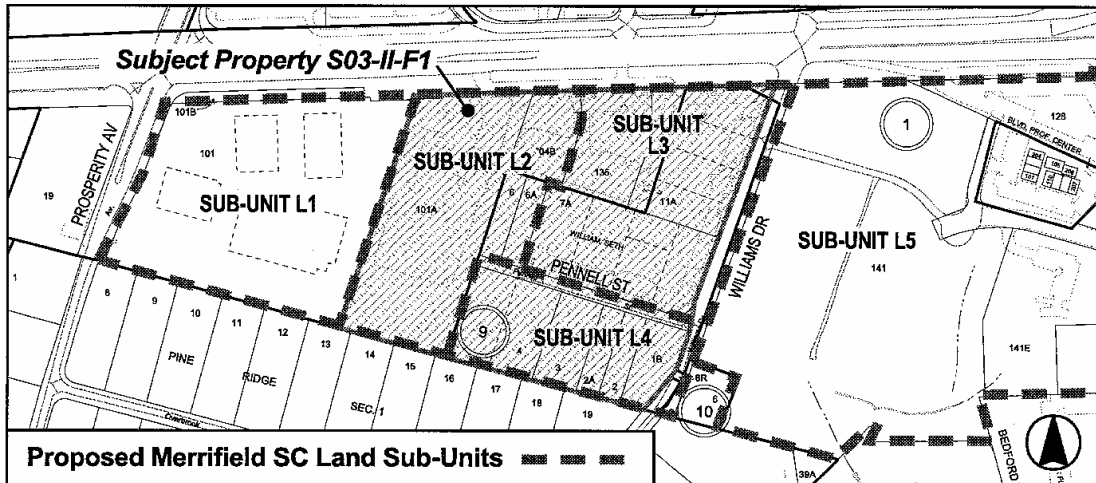
**Unconsolidated Property:** The zoning application proposes to consolidate all but four parcels in Sub-units L2, L3 and L4 of the Merrifield Suburban Center. The Elks Lodge, parcel 101A, could redevelop under the Plan with office at .6 FAR if it consolidates with a contiguous parcel which could be parcel 104B. The Nealon building, parcel 104B, could redevelop under the Plan with office at .5 FAR or if it consolidates with a contiguous parcel could redevelop at .6 FAR. The two parcels that are currently developed with single family detached houses, parcels 6 and 6A, would be limited to office at .25 FAR under the current Plan. This may result in a Plan inequity as property to the north, east and west has the opportunity to develop at a significantly different intensity. To address the inequity, a similar Plan potential that is provided to abutting properties should be provided for parcels 6 and 6A, with a consolidation requirement.

**Conclusion:** The development proposal as shown in the zoning application will improve compatibility and provide a location for the Life with Cancer building which will be residential in character. The proposed incentive to accomplish this improved transition is an 8% increase in the area's current development potential. This increase in development potential has some traffic impact which may be minimal, but should be further evaluated as a part of the zoning process.

## RECOMMENDATION

The purpose of the Plan amendment is to improve compatibility with the Pine Ridge neighborhood by reducing intensity south of Pennell Street. The development of the area south of Pennell Street would be residential in character and at .15 FAR, a lower intensity than the currently planned .25 FAR. Based on review of information submitted with the zoning application, staff recommends adding an option that encourages consolidation and placement of higher intensity further away from the Pine Ridge neighborhood to result in an overall intensity not to exceed .65 FAR. Further, building height guidance is changed from 75 feet to 90 feet on parcels 11A and 135 to accommodate the transferred intensity on parcel 135 and to reflect the existing Dewberry and Davis building height. In addition, to address a potential Plan inequity for parcels 49-3((9)) 6 and 6A, an option for greater intensity with consolidation is recommended for these parcels, conditioned upon consolidation with parcels in either L2 or L3. To simplify the new Plan text, the Sub-unit boundaries are modified to move parcel 49-3((1))135 from Sub-unit L2 to Sub-unit L3 and move parcels 49-3((9))6 and 6A from Sub-unit L4 to Sub-unit L2. The following map shows the proposed boundaries for Sub-units L2, L3 and L4. The recommended Plan text follows.





MODIFY: Fairfax County Comprehensive Plan; Area I, 2003 Edition, Merrifield Suburban Center as amended through January 27, 2003; Land Unit Recommendations; Land Unit L; Recommendation for Sub-Units L2, L3 and L4, pages 107-109:.

#### “Sub-Unit L2:

Sub Unit L2 is located east of Sub-Unit L1, ~~fronts onto~~ south of Route 50, and is planned ~~and developed~~ with office and institutional uses. Parcel 49-3((1)) 101A is developed and planned with institutional use up to .15 FAR. ~~Parcels 49-3((1)) 104B and 135 are is planned and developed with office use up to .5 FAR.~~ Any expansion of existing institutional use or new institutional use should retain a substantial vegetative buffer area (i.e., a minimum of 75 feet in width) adjacent to the residential area to the south. Parcel 49-3((1)) 104B is developed and planned with office use up to .5 FAR. Parcels 49-3((9)) 6 and 6A on the north side of Pennell Street are planned for office use up to .25 FAR, similar to the planned intensity south of Pennell Street. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Options: As an option, redevelopment within this sub-unit to office with retail and service uses up to .6 FAR may be appropriate if development proposals under this option address all applicable Area-Wide recommendations as well as the following:

- A minimum consolidation should consist of at least ~~two (2)~~ parcel 101A or 104B and one other contiguous parcels, with any remaining parcel(s) able to develop in conformance with the Plan.
- Development proposals in this sub-unit should provide for interparcel access that connects Pennell Street to the Route 50 service road. In addition, any development proposal should provide for the extension of the service road along Route 50 between Sub-units L1 and L2.

- A landscaped buffer and screening area of approximately 75 feet, with a 6-foot solid barrier wall or solid barrier fence, should be provided on the southern portion of the sub-unit adjacent to existing residential development. Within the buffer area, existing mature trees should be retained and additional supplemental plantings should be provided to ensure adequate screening.
- Support retail and service uses should be provided and integrated within the office buildings to serve the needs of the tenants, as well as the surrounding area.
- Development should be designed with parking structures behind and/or under buildings.

As a second option, parcels 49-3((9)) 6 and 6A could consolidate with Sub-unit L3 and L4 provided that the overall intensity for the proposed development does not exceed .65 FAR. In addition, all applicable Area-wide recommendations should apply.

Height Limit: The maximum building height in this sub-unit is 75 feet. The tallest buildings should be adjacent to Route 50, away from the residential areas. Building heights within 130 feet of the adjacent residential area should be limited to 35 feet. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

### **Sub-Unit L3:**

Sub-Unit L3 is located to the east of Sub-Unit L2, is bounded by Route 50 on the north and Williams Drive on the east, ~~and~~ Parcels 49-3((1)) 135 is developed and planned with office use up to .5 FAR. Parcels 49-3((9)) 7A and 11A are is planned and developed and planned with office use up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, if a development proposal consolidates all parcels in this sub-unit with all the property south of Pennell Street in Sub-unit L4, this consolidated area may be appropriate for an overall intensity of .65 FAR, provided that the area south of Pennell Street is limited to an intensity not to exceed .15 FAR. In addition, all applicable Area-wide recommendations should apply.

Height Limit: The maximum building height in this sub-unit is 75 feet on parcel 49-3((9)) 7A and 90 feet on parcels 49-3((1)) 135 and 49-3((9)) 11A. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

**Sub-Unit L4:**

This Sub-Unit is the area ~~along~~ south of Pennell Street between Sub-Unit L2 and Williams Drive. This sub-unit is planned for office use up to .25 FAR. Any development proposal must address all applicable Area-Wide recommendations as well as the following guidelines:

- At a minimum, a 75-foot wide buffer area with a 6-foot solid barrier wall or solid barrier fence should be provided adjacent to the Pine Ridge subdivision. The solid barrier wall or solid barrier fence should be sited to preserve mature trees and should be placed where it will most effectively screen the proposed use from the first floor level of the dwelling units in the Pine Ridge Subdivision, with preference for the wall to be located in the northern portion of the buffer area. A 35-foot wide buffer area with a 6-foot solid barrier wall should be provided adjacent to Parcel 49-3((10)) 6. This 35-foot buffer area should be measured from the western boundary of the existing Williams Drive right-of-way. For both buffer areas, clearing or grading should be minimized and additional supplemental plantings should be provided to ensure adequate screening.
- Access should be only northward to Route 50. Williams Drive should not connect to Highland Lane.
- The style of office structures should be residential in appearance which may be accomplished by incorporating residential materials in the facade of the buildings, by breaking roof lines and other facades, and by using such features as mansard or gabled roofs. The office structures should have a maximum building height of 35 feet and should be designed to function as a transition between the single family residential area to the south and the more intensive office development to the north.
- Drive-through commercial facilities are not appropriate.
- Lighting and signs should be designed and located to screen them from existing residential development. Parking lot lights should be directed towards Route 50, away from the Pine Ridge community.
- Development of these parcels should include on-site stormwater detention facilities sufficient to address flooding problems in the Pine Ridge community; or as an alternative, off-site stormwater management that utilizes the nearby regional stormwater management facility may be considered, if BMPs are provided. To achieve that objective, it may be necessary to design such facilities to meet standards in excess of those normally required under Fairfax County Ordinances and the Public Facilities Manual.
- Any development proposal should have substantial and logical consolidation, with any unconsolidated parcels able to integrate into any previous consolidation and develop in a similar manner. At a minimum, a consolidation should consist of at least 2 parcels

that should be contiguous. This consolidation should show how any unconsolidated property could develop in an integrated manner with the initial consolidation.

- ~~Should~~ With full consolidation of ~~these~~ parcels accessing Pennell Street ~~occur~~, consideration should be given to the vacation or abandonment of Pennell Street provided that, at a minimum, an ingress/egress easement is granted to Parcel 49-3((1)) 101A.

Options: As an option, this property may be evaluated to determine the feasibility for use as public parkland.

As a second option, if the parcels south of Pennell Street consolidate with Sub-unit L3, this consolidated area may be appropriate for an overall intensity of .65 FAR, provided that the area south of Pennell Street is limited to an intensity not to exceed .15 FAR. In addition, all applicable Area-wide recommendations, as well as guidelines for development at the base Plan for this sub-unit should apply. Guidelines for the area south of Pennell Street include a minimum 75-foot buffer with a barrier wall or fence, access limitations, and structures having a residential appearance.

Height Limit: The maximum building height in this sub-unit is 35 feet. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.”

MODIFY: Fairfax County Comprehensive Plan; Area I, 2003 Edition, Merrifield Suburban Center as amended through January 27, 2003; Area-Wide Recommendations; Figure 16 “Building Heights Map”; page 37. Modify map to change building height limit from 75 feet to 90 feet in parcels 49-3((9))11A and 49-3((1))135.

MODIFY: Fairfax County Comprehensive Plan; Area I, 2003 Edition, Merrifield Suburban Center as amended through January 27, 2003; Land Unit Recommendations; Figure 29 “Land Unit G”; page 86. Modify map to reflect change in Sub-unit L2, Sub-unit L3 and Sub-unit L4 boundaries. Parcel 49-3((1))135 is moved from Sub-unit L2 to Sub-unit L3. Parcels 49-3((9)) 6 and 6A are moved from Sub-unit L4 to Sub-unit L2.

MODIFY: Fairfax County Comprehensive Plan; Area I, 2003 Edition, Merrifield Suburban Center as amended through January 27, 2003; Land Unit Recommendations; Figure 29 “Land Unit L”; page 106. Modify map to reflect change in Sub-unit L2, Sub-unit L3 and Sub-unit L4 boundaries. Parcel 49-3((1))135 is moved from Sub-unit L2 to Sub-unit L3. Parcels 49-3((9)) 6 and 6A are moved from Sub-unit L4 to Sub-unit L2.

The Comprehensive Plan map would not change.



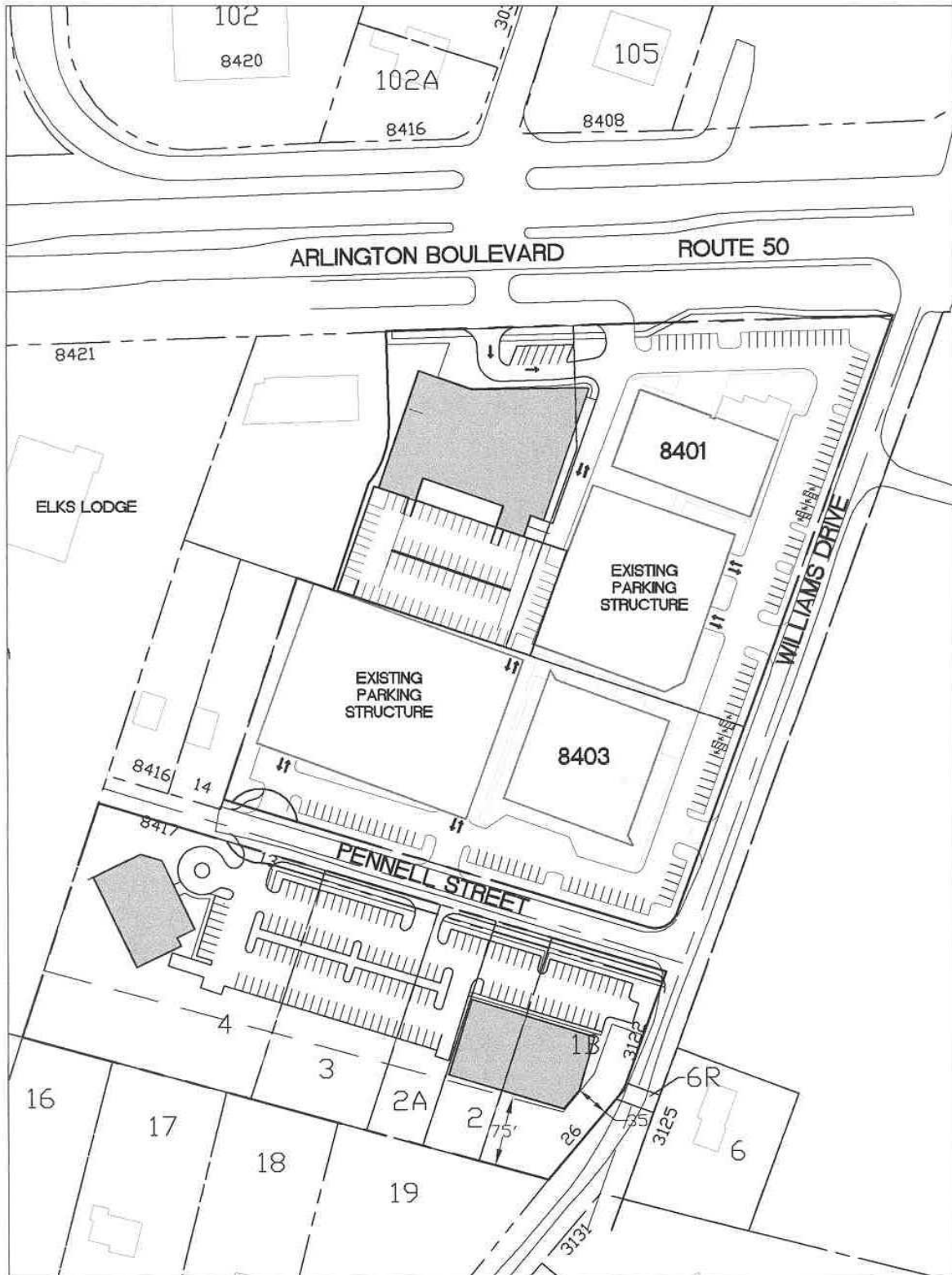
**PENNELL STREET OTPA S03-II-F1**

**ATTACHMENTS**

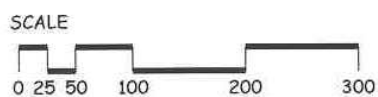
**Attachment I ..... Conceptual Plan of the Proposal**

**Attachment II ..... Adopted Comprehensive Plan Text  
Merrifield Suburban Center  
Recommendations for Sub-units L2, L3 and L4**

**Attachment III.....Merrifield Suburban Center Streetscape Guidelines**



## CONCEPT PLAN



May 2003

 **Dewberry**

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan; Area I, 2003 Edition, Merrifield Suburban Center as amended through January 27, 2003; Land Unit L; Recommendation for Sub-Units L2, L3 and L4, pages 107-109:

**“Sub-Unit L2:**

Sub Unit L2 is located east of Sub-Unit L1, fronts onto Route 50, and is planned and developed with office and institutional uses. Parcel 49-3((1)) 101A is developed with institutional use up to .15 FAR. Parcels 49-3((1)) 104B and 135 are planned and developed with office use up to .5 FAR. Any expansion of existing institutional use or new institutional use should retain a substantial vegetative buffer area (i.e., a minimum of 75 feet in width) adjacent to the residential area to the south. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Options: As an option, redevelopment within this sub-unit to office with retail and service uses up to .6 FAR may be appropriate if development proposals under this option address all applicable Area-Wide recommendations as well as the following:

- A minimum consolidation should consist of at least two (2) contiguous parcels, with the remaining parcel able to develop in conformance with the Plan.
- Development proposals in this sub-unit should provide for interparcel access that connects Pennell Street to the Route 50 service road. In addition, any development proposal should provide for the extension of the service road along Route 50 between Sub-units L1 and L2.
- A landscaped buffer and screening area of approximately 75 feet, with a 6-foot solid barrier wall or solid barrier fence, should be provided on the southern portion of the sub-unit adjacent to existing residential development. Within the buffer area, existing mature trees should be retained and additional supplemental plantings should be provided to ensure adequate screening.
- Support retail and service uses should be provided and integrated within the office buildings to serve the needs of the tenants, as well as the surrounding area.
- Development should be designed with parking structures behind and/or under buildings.

Height Limit: The maximum building height in this sub-unit is 75 feet. The tallest buildings should be adjacent to Route 50, away from the residential areas. Building heights within 130 feet of the adjacent residential area should be limited to 35 feet. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

### **Sub-Unit L3:**

Sub-Unit L3 is located to the east of Sub-Unit L2, is bounded by Route 50 on the north and Williams Drive on the east, and is planned and developed with office use up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 75 feet. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

### **Sub-Unit L4:**

This Sub-Unit is the area along Pennell Street between Sub-Unit L2 and Williams Drive. This sub-unit is planned for office use up to .25 FAR. Any development proposal must address all applicable Area-Wide recommendations as well as the following guidelines:

- At a minimum, a 75-foot wide buffer area with a 6-foot solid barrier wall or solid barrier fence should be provided adjacent to the Pine Ridge subdivision. The solid barrier wall or solid barrier fence should be sited to preserve mature trees and should be placed where it will most effectively screen the proposed use from the first floor level of the dwelling units in the Pine Ridge Subdivision, with preference for the wall to be located in the northern portion of the buffer area. A 35-foot wide buffer area with a 6-foot solid barrier wall should be provided adjacent to Parcel 49-3((10)) 6. This 35-foot buffer area should be measured from the western boundary of the existing Williams Drive right-of-way. For both buffer areas, clearing or grading should be minimized and additional supplemental plantings should be provided to ensure adequate screening.
- Access should be only northward to Route 50. Williams Drive should not connect to Highland Lane.
- The style of office structures should be residential in appearance which may be accomplished by incorporating residential materials in the facade of the buildings, by breaking roof lines and other facades, and by using such features as mansard or gabled roofs. The office structures should have a maximum building height of 35 feet and should be designed to function as a transition between the single family residential area to the south and the more intensive office development to the north.
- Drive-through commercial facilities are not appropriate.



## ATTACHMENT II

- Lighting and signs should be designed and located to screen them from existing residential development. Parking lot lights should be directed towards Route 50, away from the Pine Ridge community.
- Development of these parcels should include on-site stormwater detention facilities sufficient to address flooding problems in the Pine Ridge community; or as an alternative, off-site stormwater management that utilizes the nearby regional stormwater management facility may be considered, if BMPs are provided. To achieve that objective, it may be necessary to design such facilities to meet standards in excess of those normally required under Fairfax County Ordinances and the Public Facilities Manual.
- Any development proposal should have substantial and logical consolidation, with any unconsolidated parcels able to integrate into any previous consolidation and develop in a similar manner. At a minimum, a consolidation should consist of at least 2 parcels that should be contiguous. This consolidation should show how any unconsolidated property could develop in an integrated manner with the initial consolidation.
- Should full consolidation of these parcels occur, consideration should be given to the vacation or abandonment of Pennell Street provided that, at a minimum, an ingress/egress easement is granted to Parcel 49-3((1)) 101A.

Option: As an option, this property may be evaluated to determine the feasibility for use as public parkland.

Height Limit: The maximum building height in this sub-unit is 35 feet. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.”

*Open Space and Pedestrian System Guidelines*

A part of the vision for the Merrifield Suburban Center is to create pedestrian-oriented areas with usable open space amenities. The following open space and pedestrian system design guidelines should be considered during the review process:

- In development proposals which entail new development or redevelopment, increased intensity/density, increased building heights, and/or which substantially change the design of a previously approved development commitment, pedestrian linkages should be provided to adjacent development and to the countywide trail system where feasible. The goal is to connect local sites with the larger community and to enhance the continuity of the pedestrian system. Pedestrian linkages could include sidewalks, trails, plazas, courtyards and parks with path systems.
- Additional sidewalks and trails beyond those indicated on Figure 8 (the Open Space and Pedestrian System Map) are encouraged, and are in some cases described in the Land Unit Recommendations Section. Providing fewer connections than those on the map is discouraged, unless it can be demonstrated that those connections are not needed because another circulation pattern would serve the same users as well or better.
- Opportunities should be provided for pedestrians to sit, especially in plazas, courtyards, urban greens and parks. Seating opportunities include the provision of low walls, wide steps, benches and other outdoor furniture.
- Auto and pedestrian traffic should be separated, i.e., pedestrians should not be required to walk in a travel lane or through a parking structure to reach their destination.
- Pedestrian safety should be an important factor in designing sidewalks, crosswalks and trails. Adequate lighting is essential. Pedestrian linkages between buildings and parking areas should be well-lit and landscaped. Site development should ensure that the landscaping does not impede visibility or create unsafe conditions.
- Pedestrians should be provided with safe and convenient access to transit stops/stations.
- Design of pedestrian linkages should minimize impacts on mature trees and other established vegetation. Where pedestrian linkages (existing or new) have few shade trees, additional trees should be planted.
- Signage along roadways should be provided to contribute to good pedestrian and vehicular orientation. Within the Merrifield Suburban Center, a signage theme should be established that provides consistency in terms of scale, design, color, materials and placement.
- Usable open space in the form of plazas, urban greens, courtyards or parks should be provided throughout the Merrifield Suburban Center, especially in the Transit Station Area and the Town Center, in order to create a strong pedestrian focus. Developments should provide these pedestrian amenities, which include landscaped areas with shade trees, seating areas, public art and other amenities that make attractive gathering places for the local workforce, shoppers, and residents. In some instances, these open space amenities should be large enough and designed in a manner to accommodate informal activities as well as programmed events during lunch-hours and after-work hours.

- The siting of buildings and the quality of design also influences the pedestrian experience. Care should be taken to ensure that buildings are not designed to create barriers to pedestrian circulation.

## **STREETSCAPE DESIGN**

Attractive streetscape includes a well-designed road edge with street furniture and other features and provides improved identity, visual continuity and user safety. The streetscape concept shown on Figure 9 provides a streetscape hierarchy with four types of streetscape designs: Boulevard, Ring Road, Main Street and Cross Street. These streetscapes should create a unifying theme along each of the roads to visually and physically link Merrifield. This unifying theme consists of guidance for street tree location, spacing, and size. Below are general guidelines for all streetscapes, which are followed by design guidelines for each individual streetscape type.

### *General Streetscape Guidelines*

**Underground utilities:** Undergrounding of utilities should be encouraged and should be coordinated with future roadway improvements and the rebuilding of sidewalks to foster a pedestrian environment and other Plan objectives. New development should provide underground utility conduits or provide commitments to construct these improvements in the future. If undergrounding utilities is not feasible, consideration should be given to relocating the utilities to the rear or side of the development.

**Street Lighting:** Street lighting should be provided that maintains the overall character and quality of the area, while providing adequate lighting levels that ensure public safety without creating glare or light spillage into neighboring low-density residential areas.

**Gateways:** Gateways define the major approaches to the area and are shown on Figure 9. At these points of entry to the Merrifield Suburban Center, gateways should have additional plantings and tree groupings in addition to the basic streetscape, and could also include signage and other design treatments that distinguish the location as an entrance to the Merrifield Suburban Center.

**Streetscape Design Flexibility:** When infill or expansion of buildings or other existing features constrain a site's design, variation from the streetscape guidance should be permitted when that variation results in acceptable sidewalk widths and amounts of street trees and landscaping. For example, if the guidance is to provide a double row of street trees, but due to site constraints not enough space exists for the staggered rows, an equal number of street trees planted in a single row may be an appropriate alternative.

When street trees and other plantings are to be located in proximity to roadways or within medians, safety and sight distance should be taken into consideration upon reviewing a development proposal's streetscape design. Modifications to the streetscape guidance is appropriate to account for these issues, but only if viable alternatives in streetscape design can be provided to ensure continuity in the streetscape pattern.

**Streetscape Maintenance:** The provision of the streetscape may be provided on a combination of publicly owned right-of-way and private property. In order for a future development to utilize the public right-of-way to provide streetscape improvements, commitments will need to be made by the property owner to maintain the streetscape area within the public right-of-way. In addition, in order to provide streetscape, the sidewalk may not be entirely within the right-of-

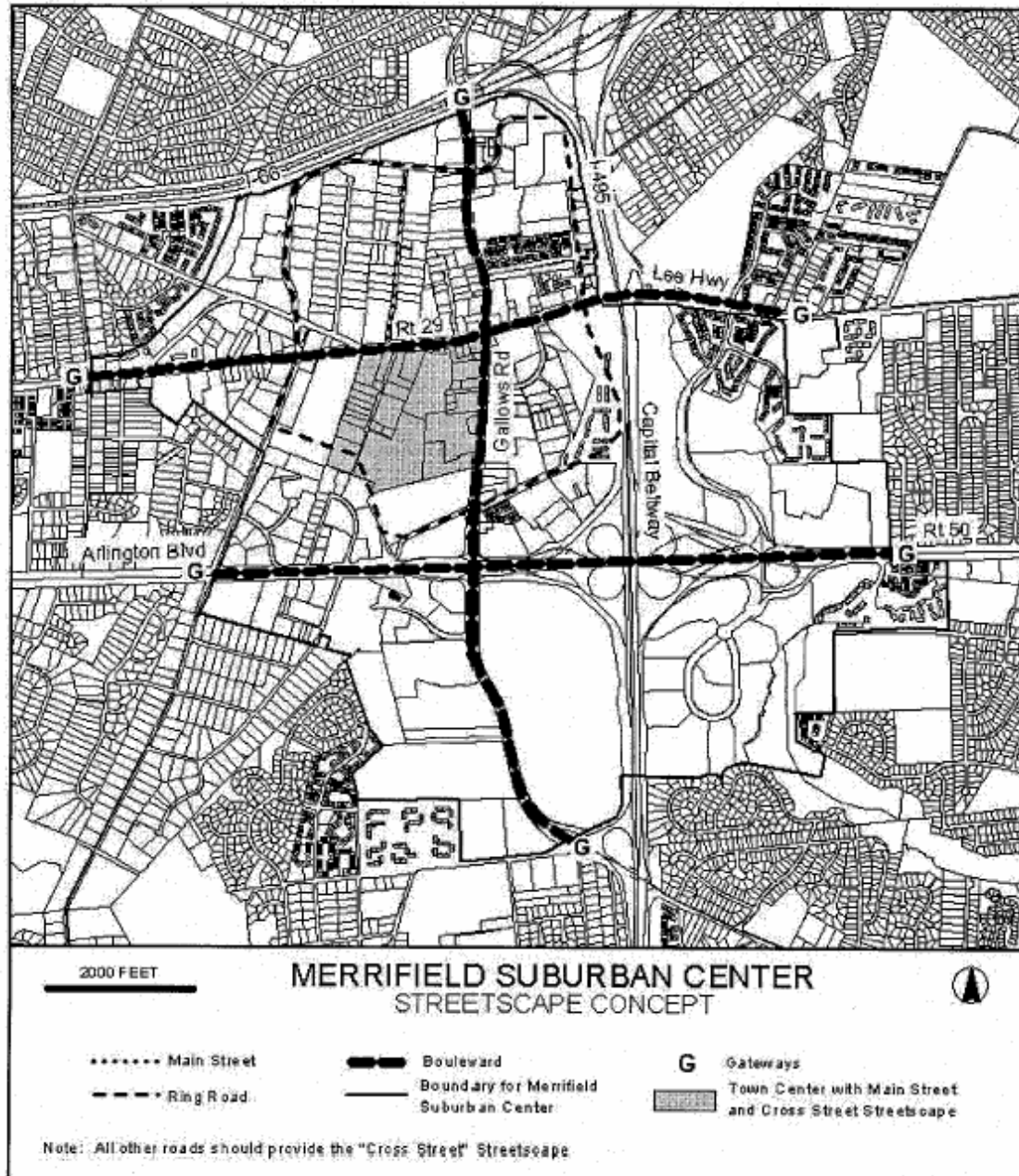


FIGURE 9



way; therefore, additional right-of-way may be needed or a public access easement will need to be provided for that portion of the sidewalk located on private property.

*Boulevard Streetscape Guidelines (Gallows Road, Route 29, and Route 50)*

The boulevard streetscape, shown on Figure 10, should be used for Gallows Road, Route 29 and Route 50. This streetscape concept features a wide, tree-lined road with well-defined pedestrian and bicycle features that include wide sidewalks along both sides of the street, street trees evenly spaced, medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. The following guidelines are provided for achieving the boulevard streetscape character:

- **Landscape area next to curb:** Along a boulevard, the landscape strip should be, at a minimum, 8 feet in width; however, a 10-foot wide landscape strip is encouraged. Plantings should occur closest to the sidewalk, leaving room adjacent to the road for street lighting and signage. Major shade trees should be planted with a spacing of 40 to 50 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip.
- **Adjacent to the landscape strip along Route 29,** an eight-foot wide sidewalk is planned along the north side of the road to provide continuity with the trail plan and along the south side, at a minimum, a six-foot wide sidewalk is planned. Along Gallows Road north of Route 50, an eight-foot wide sidewalk is planned for both sides of the road. Along Gallows Road south of Route 50, an eight-foot wide trail is planned along the west side of the road and a six-foot wide sidewalk is planned along the east side of the road. Along Route 50, an 8-foot wide trail is planned for the north side of the road and a 6-foot wide sidewalk is planned for the south side of the road.
- **Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking:** A secondary landscape strip should be, at a minimum, 12 feet wide when adjacent to a building and 6 feet wide when surface parking is adjacent. Major shade trees should be planted with spacing of 40 to 50 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. The tree spacing along this landscape strip should be staggered with the first row of trees between curb and sidewalk, so that the effect of the two rows of trees is tree spacing at approximately 20 to 25 feet. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. This pedestrian activity area/landscape strip, when adjacent to parking areas, should have supplemental plantings that will help to screen the parking from the pedestrian walkway and from the road. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.
- **Median landscape strip:** Median plantings should consist of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal; however, the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.

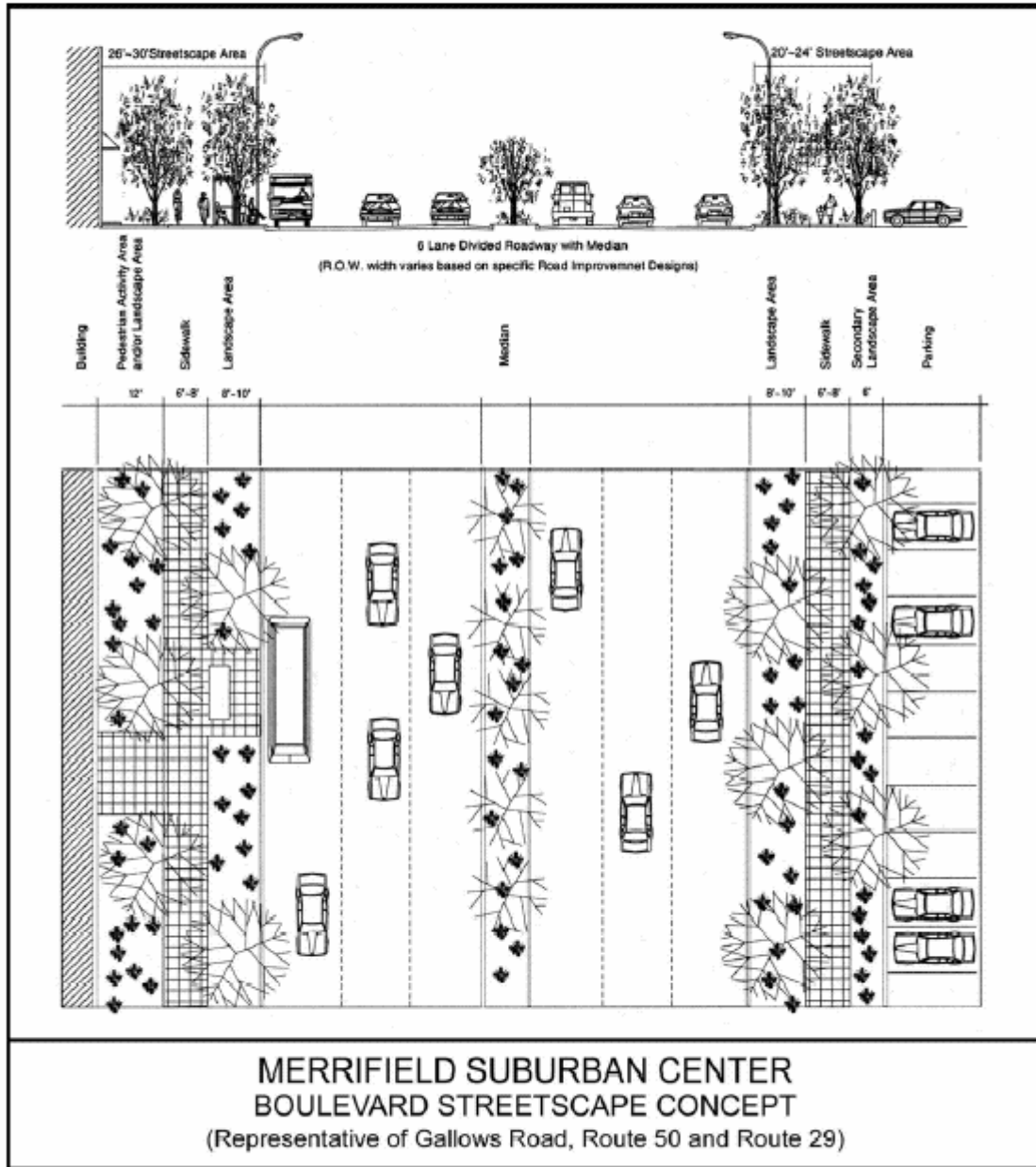


FIGURE 10

- At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Medians should be designed to create a safety island for pedestrians waiting to finish crossing the street.

***Ring Road Streetscape Guidelines (Prosperity Avenue/Hartland Road/Gatehouse Road)***

The “Prosperity/Hartland/Gatehouse Ring Road” streetscape, shown on Figure 11, is intended to serve the core areas by distributing local traffic from neighborhoods and commercial districts to Gallows Road and Lee Highway. This street should typically be a four-lane undivided roadway. The street trees should be organized in evenly spaced, ordered plantings. The following guidelines are provided for achieving the Ring Road streetscape character:

- Landscape area next to curb: Along the ring road, the landscape strip should be, at a minimum, 6 feet. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip, as well as pedestrian amenities such as bus shelters. Adjacent to this landscape strip, an 8-foot wide multi-purpose trail should be provided on the outside edge of the ring road. Along the inside edge of the ring road a 6-foot wide sidewalk should be provided, except adjacent to the Metro station where an 8-foot wide multi-purpose trail should be provided.
- Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking: A secondary landscape strip should be, at a minimum, 12 feet wide when adjacent to a building and 6 feet wide when adjacent to surface parking. Plantings should be provided (to include shade and flowering trees, ornamental shrubs, ground cover, flowering plants, and grasses). When adjacent to parking areas, plantings should help buffer and screen parking from the pedestrian walkway and from the road. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.
- At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Should a median be provided, it should be designed to create a safety island for pedestrians waiting to finish crossing the street.

***Main Street Streetscape Guidelines (Merrilee Drive/Eskridge Road and Festival Street)***

The “Main Street” streetscape, shown on Figure 12, should be used in the Town Center as well as for the connection of the Town Center to the Transit Station Area, along Merrilee Drive to Eskridge Road. The streetscape treatment on the road connection from the transit station should help to provide an inviting, safe and direct vehicular and pedestrian link to the town center. At a minimum, streets should have two traffic lanes with on-street parking on each side of the street. Traffic calming features should be employed to enhance pedestrian and bicycle safety. A generous pedestrian area, generally between 20 to 25 feet wide, should be provided on each side of the street; this area should feature evenly spaced street trees, unified streetscape furniture design, and special paving accents. In the transit station area and the town center areas, buildings should have street-level retail, with restaurant and entertainment uses enlivening the street. Some segments of the “Main Street,” such as a “festival street” in the town center area, may contain a center median with special landscaping,

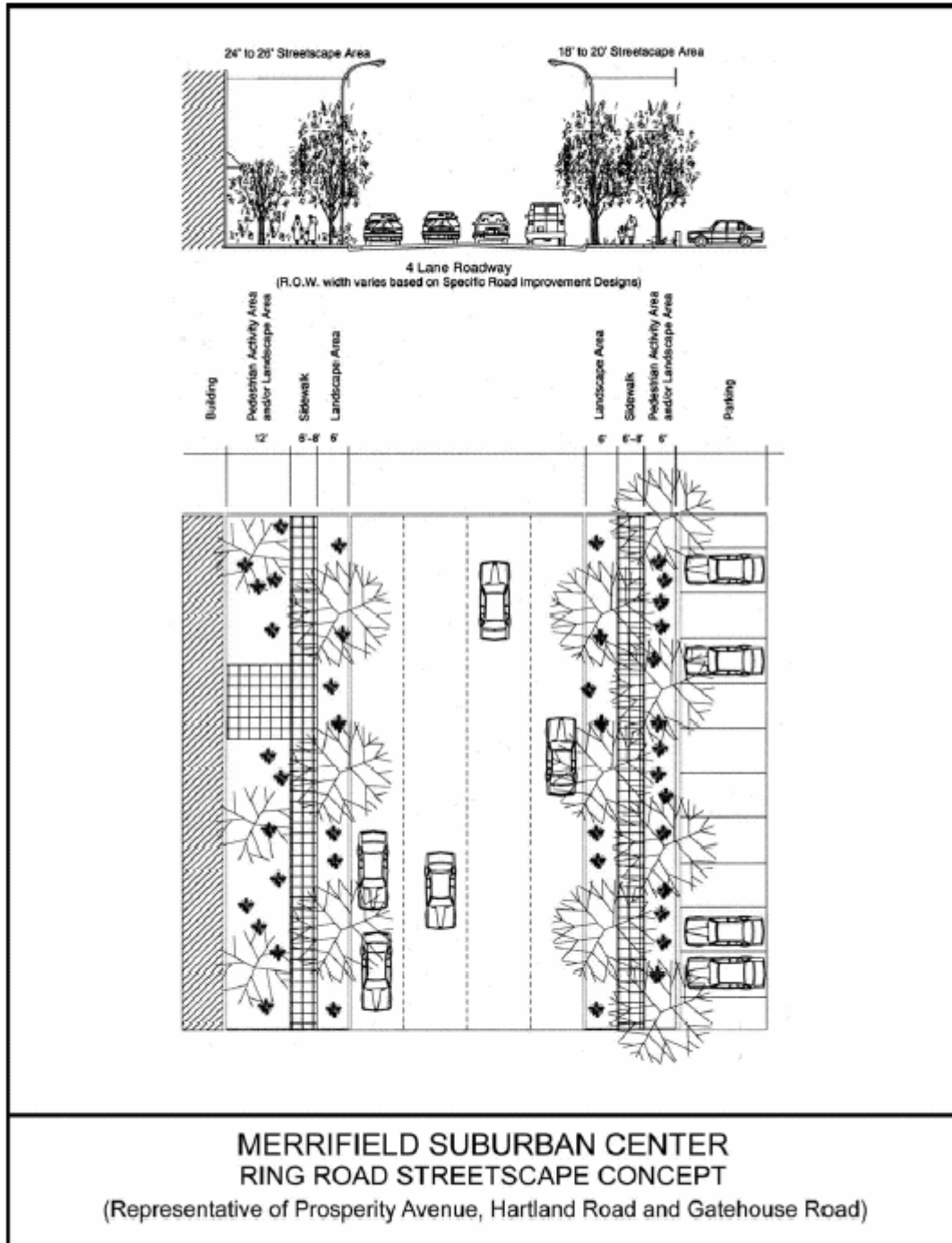


FIGURE 11



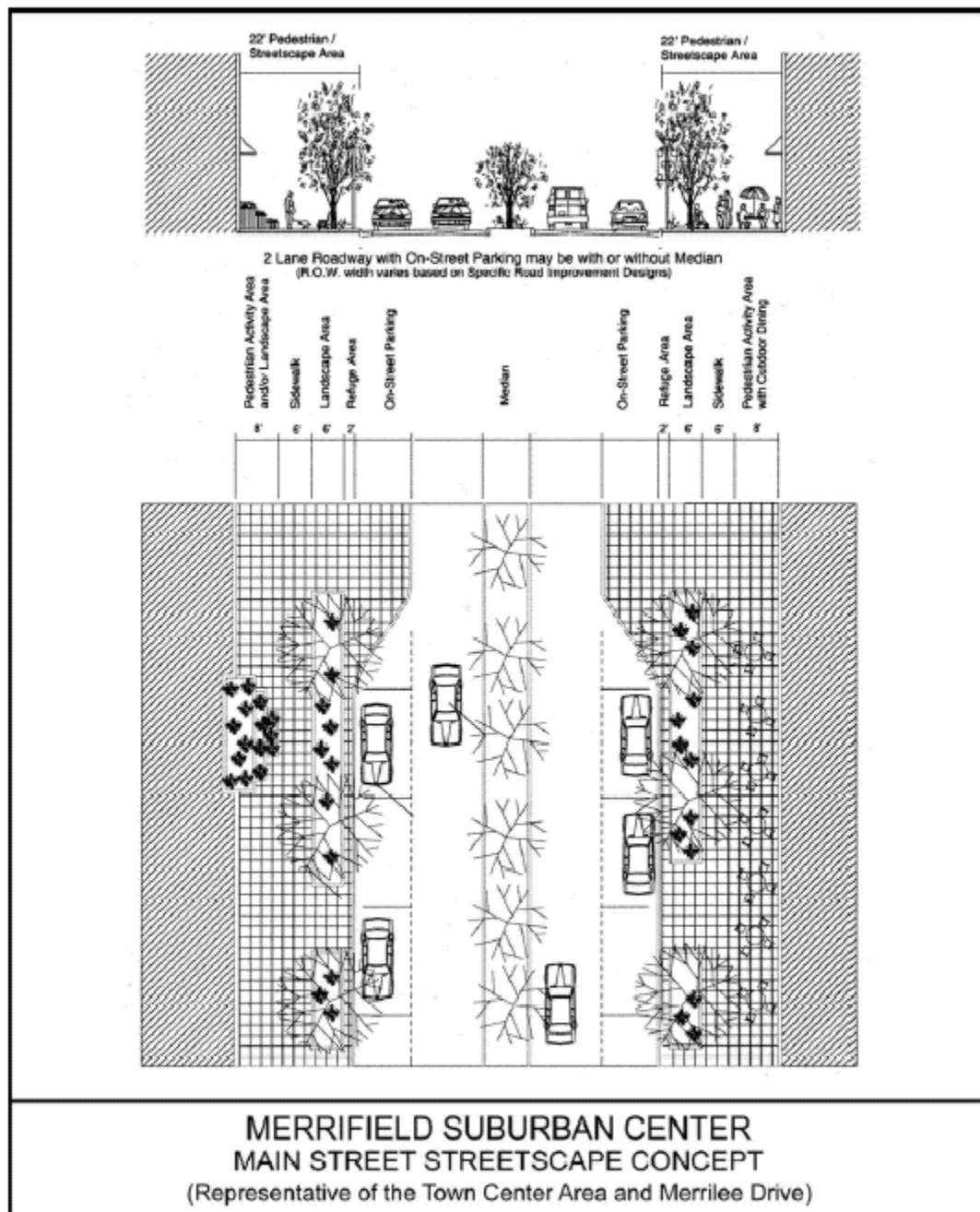


FIGURE 12

paving and amenities (such as fountains). The following guidelines are provided for achieving the Main Street streetscape character:

- **Landscape area next to curb:** At a minimum, a 2-foot paved refuge strip should be located between the landscape area and the curb (refuge strip is where people get out of their cars that are parked on the street). Adjacent to the refuge area, a minimum 6-foot wide landscape area should be provided. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants and grasses. Special pavement treatments and trees in grates should be considered as alternatives to a planting strip. Adjacent to this landscape strip should be a 6-foot wide sidewalk.
- **Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking:** Between the sidewalk and the building, there should be, at a minimum, an 8-foot combination landscape strip and browsing area. Within the browsing area, outdoor seating for restaurants or sidewalk cafes may be appropriate as well as special entrance features to shops and buildings. A variety of treatments for this area may be used such as a plaza, a landscaped area with seating and lighting, a sidewalk and landscaped area, formal arrangements of trees (bosques), informally grouped trees and other plantings, and any of the above with public art or a water feature.
- **Median landscape strip:** When a median is provided, the area should have plantings consisting of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal, however the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.
- **At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street.** Should a median be provided, it should be designed to create a safety island for pedestrians waiting to finish crossing the street.

A cross street, which applies to the majority of the streets within the Merrifield Suburban Center, not otherwise designated, helps to define the street grid system by connecting the boulevards, ring road and main streets. Providing additional cross streets will be critical in enhancing internal traffic flow within the core areas (i.e. the town center and transit station areas). Cross streets typically have two-traffic lanes with on-street parking along at least one side. Traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk "bulb outs" at intersections should be provided. The cross street streetscape concept is shown on Figure 13 and features a tree-lined sidewalk on both sides of the street. The following guidelines are provided for achieving the Cross Street streetscape character:

- **Landscape area next to curb:** Streets with parking should have, at a minimum, a 2-foot paved refuge strip next to the curb. A refuge strip is where people get out of their parked cars. Adjacent to the refuge area, a minimum 6-foot wide landscape area should be provided. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip. Adjacent to this landscape strip should be a 6-foot wide sidewalk.

*Cross Street Streetscape Guidelines*

- Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking: A secondary landscape strip should be, at a minimum, 12 feet wide when adjacent to a building and 6 feet wide when adjacent to surface parking. Supplemental plantings should be provided (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses). When adjacent to parking areas, plantings should help buffer and screen parking from the pedestrian walkway and from the road. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.
- At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Should a median be provided, it should be designed to create a safety island for pedestrians waiting to finish crossing the street.

**BUILDING AND SITE DESIGN**

In addition to streetscape, siting of buildings, building materials and quality of design influence the pedestrian experience. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Also, a development's site design should avoid creating pedestrian barriers; for example landscaping should not block the paths through a property. In addition, any signage within a development should be coordinated in terms of scale, design, color, materials, and placement. Since the Merrifield Suburban Center is envisioned to have areas with an urban as well as a suburban character, the siting of buildings in relation to the pedestrian system will vary.

*Building and Site Design Guidelines for Core Areas and Areas Adjacent to the Cores*

The core areas (i.e., Transit Station and Town Center Areas) and the areas adjacent to the cores are planned for highest intensities and have the greatest potential for high volumes of pedestrian traffic. These areas are envisioned to become more pedestrian and transit-friendly through building and site designs that have a more urban character. The following guidelines are intended to provide guidance for achieving this character. See Figure 14 for illustrations of this more urban character.

- To encourage a more urban environment, buildings should be close to roadways after allowing for streetscape amenities such as street trees, sidewalks, plazas, street furniture and landscaping. Building setbacks will vary based on which streetscape is applicable. For boulevards such as Route 29, Route 50, and Gallows Road, buildings should, at a minimum, be setback 26 feet from the curb; however in order to provide for plazas, retail browse areas and other pedestrian amenities, buildings should generally be about 30 to 40 feet from the curb. For the Ring Road, Main Street and Cross Streets, buildings should generally be setback about 20 to 25 feet from the curb. These setbacks would achieve the goal of bringing new buildings closer to the roadway while providing for streetscape amenities. See the Streetscape Design Guidelines for landscaping guidance within the setback areas.
- To encourage the siting of buildings closer to the street, the allowable angles of bulk plane should be 20 degrees in order to encourage a more urban environment and pedestrian scale. (See Figure 14)

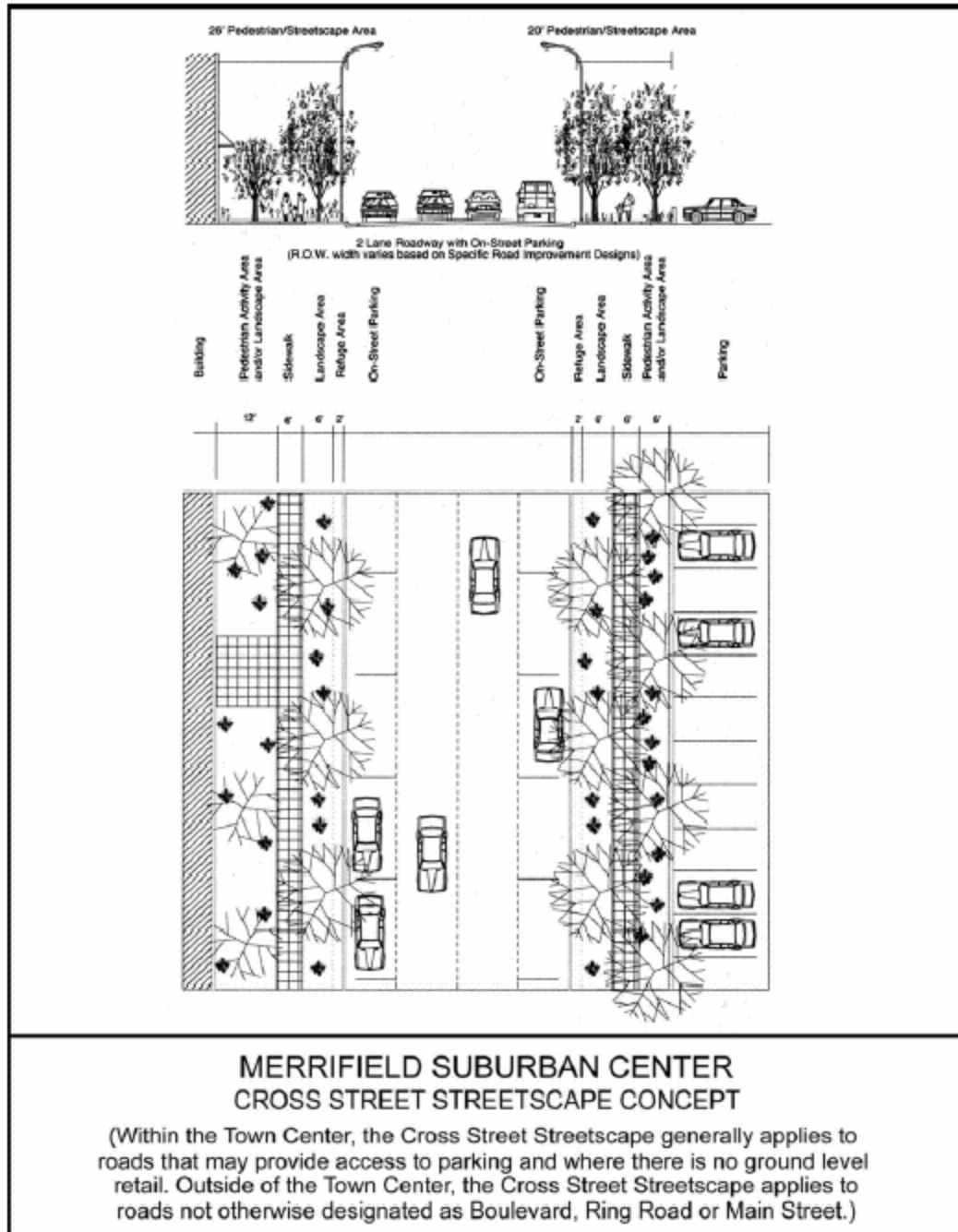


FIGURE 13